

## CANADA

### Preserved in the Yukon: *A.J. Goddard*

INA Research Associate: **Lindsey Thomas**

*A.J. Goddard* was the focus of the 2010 field season in the Yukon. The only known surviving example of the small Yukon River sternwheelers used during the Gold Rush, it is nearly perfectly preserved and sitting upright on the lakebed as a result of a 1901 October storm. The ship and its cargo have not moved since the ship's abandonment over 100 years ago.

Our objectives for the 2010 field season included creating a 3D plan of the *A.J. Goddard* site (by testing the highly advanced Blue View BV5000 on a shipwreck for the first time), completing the baseline survey of the wreck site in order to learn more about the ship's construction, locating and recording all artifacts on the site, and recovering select artifacts for conservation and display at the Yukon Transportation Museum in Whitehorse.

With the assistance of the Yukon Territorial Government, the Institute for Nautical Archaeology, ProMare, the Texas A&M Center for Maritime Archaeology and Conservation, RPM Nautical Foundation, Spiegel-TV, the National Oceanic and Atmospheric Administration and the State of Michigan, and private donors, a 14-person team returned to the site for 10 days.

The 2010 field team consisted entirely of volunteers from America and Canada, most of whom were not professional archaeologists, and the varied

experience brought by these men and women proved to be immensely valuable. In addition, the Yukon Government provided a professional archaeological conservator and a boat captain, and NOAA and the State of Michigan sent Wayne Lusardi, the State Underwater Archaeologist for Michigan. The team focused on recording the construction features of the hull, including the machinery, steering systems, and hull lines. Due to the small size and shallow draft of the vessel, it was not possible to penetrate the hull in order to fully document the interior. It was possible to see inside much of the vessel, and with the aid of a light and the 12 hatches, the majority of the interior of the vessel was recorded.

Through the donated support of BlueView Technologies and OceanGate, a tripod-mounted and diver-deployed multibeam sonar (the BV 5000) was used to create a 3D site plan of the vessel. Over the course of two days, the tripod was set in 18 different locations to create a detailed point cloud of the vessel's shape. While the sonar image of the ship is incredibly useful for quickly recording a site, the most valuable aspect of the sonar unit on this project was its ability to see inside remote sections of the hull. Construction details that were otherwise inaccessible to divers, such as the spacing of deck beams, were visible and measureable on the computer screen within minutes of the scan.

At the request of the Yukon Government, the artifacts around the vessel were recorded and some of the more interesting finds were recovered for

BELOW

(top) Local news team filming divers at the site.

PHOTO Tim Dowd

(bottom) Tim Vincent measuring the rail of *A.J. Goddard*.

PHOTO Geoff Bell



(From left to right)

Deploying the Blue View (BV5000) sonar scanner.

PHOTO Tim Dowd

Geoff Bell with the BV5000.

PHOTO Sean Adams

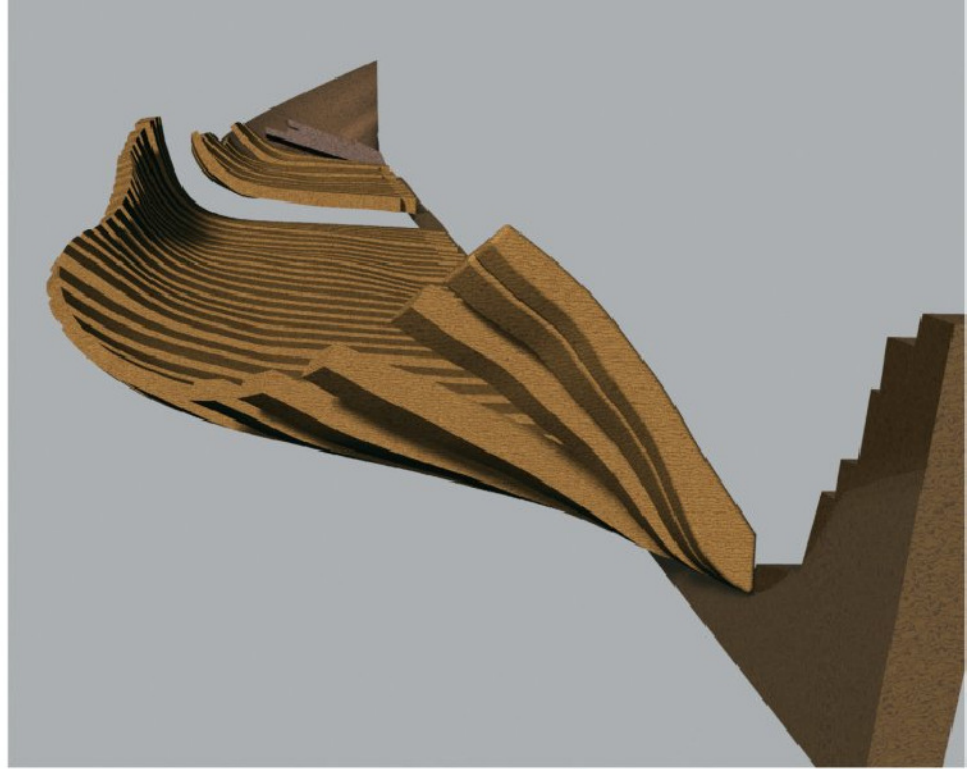
Team members viewing the date collected.

PHOTO Mark Thomas



exhibit in Whitehorse, the capital of the Yukon Territory. Though 100 artifacts were located and recorded, many more are still scattered around the site. Divers recovered 28 artifacts for conservation and exhibition, including some surprising finds; a record player and records, clothing, bottles of ink and vanilla, and a prohibition era bottle that was tossed onto the site decades after the wrecking event. Currently in conservation at the Canadian Conservation Institute, an effort will be made to optically recover the music from the records. Much of what has been found on the ship, including the blacksmith's forge, can be identified from the Sears and Roebuck catalogue for 1897, the year during which *A.J. Goddard* was outfitted.

The 2010 field season filled in many of the gaps in our knowledge about *A.J. Goddard* and similar ships from the Klondike Gold Rush era. It became evident that its hull was of simple and relatively uniform construction, possibly to facilitate its reassembly in the wilderness. Much of the machinery and other structural components of the ship, such as the deck plating, could be disassembled into small pieces to facilitate transport over mountain ranges. Of the thousands of vessels that set out for the Yukon in the summer of 1898, *A.J. Goddard* was one of the few that actually made it to Dawson in time for the gold rush. Its small size and the speed with which it was outfitted and transported to Dawson were the primary reasons for its success.



## USA

### Reconstructing the Steamer Phoenix

INA Research Associate: **George Schwarz**

The second season of this project took place this August and September on Lake Champlain, and met with fair weather and success. *Phoenix* (1814-1819), the second steamer to be launched in Lake Champlain and possibly the earliest surviving archaeological example of a steamer in North America, rests in 60-110 feet of water off of Colchester Shoal in a good state of preservation. The hull is exposed and intact, and has been the subject of a multi-year investigation aimed at reconstructing the ship lines and construction features for analysis and comparison with other early 19th-century steamboats. In addition to INA, project supporters include Lake Champlain Maritime Museum (partial funders and part of the archaeological team), National Geographic Foundation, and Waitt Foundation.

The archaeological team staged out of Stave Island, a private island owned by the Hazelett's, benefactors of the Lake Champlain Maritime Museum and supporters of this project. The duration of the project was ten days, of which nine were suitable for diving and field operations.

Building on last year's accomplishments, the primary goals of this field season were to document construction features of the surviving hull

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Preliminary partial reconstruction of the steamer's port side frames.

ILLUSTRATION Tiago M. Fraga